

Chelan County Comprehensive Plan - Aviation

Aviation Facilities and Services

Aviation facilities in Chelan County consist of four airports of various size serving general aviation users. General aviation consists of all civil aviation activity except that of certified air carriers. Approximately 185 private-use general aviation aircraft are registered in Chelan County¹. No passenger service is currently provided at a facility in Chelan County. The closest air carrier airport is Pangborn Memorial Field in East Wenatchee. Pangborn Field, at the time of this report, was served by Horizon Airlines and United Express, with approximately nine flights per day to Seattle-Tacoma International Airport and two flights per day to Portland International Airport.

Pangborn Memorial Airport Master Plan Update 1993-2013 was prepared by the Airport Board as part of an ongoing program of providing and supporting the transportation needs of the Wenatchee area as well as Chelan, Douglas, and Okanogan Counties. Short-, intermediate-, and long-range needs for facilities at Pangborn Memorial Airport are addressed in the plan.

Table 5 shows the aviation demand forecast for the period 1993-2013. The demand forecasts indicate that the level of activity is projected to increase over the next 20 years; however the type of activity is not expected to change dramatically.

| TABLE 5: PANGBORN MEMORIAL AIRPORT AVIATION DEMAND FORECAST SUMMARY | | | |
|---|--------|--------|---------|
| YEAR: | 1998 | 2003 | 2013 |
| Enplanements | 47,600 | 59,700 | 83,700 |
| Based Aircraft | 105 | 110 | 125 |
| Itinerant Operations: | 7,500 | 7,500 | 7,500 |
| - Commuter | 7,500 | 7,500 | 7,500 |
| - Air Cargo | 4,900 | 5,300 | 6,300 |
| - Military | 500 | 500 | 500 |
| - General Aviation | 48,000 | 52,500 | 63,700 |
| Total Itinerant Operations: | 60,900 | 65,800 | 78,000 |
| Local Operations: | 20,600 | 22,500 | 27,300 |
| Total Operations: | 81,500 | 88,300 | 105,300 |

Source: Pangborn Memorial Airport Master Plan Update

The 125 airplanes expected to be based at the airport in the year 2013 represent a 25 percent increase over the 100 based there in 1993. Along with increases in the number of based aircraft, general aviation aircraft operations are forecast to increase about 73 percent, from 52,500 annual take-offs and landings in 1992 to 91,000 operations by the year 2013. The composition of the fleet that is flying these operations is expected to continue to reflect national general aviation trends. Consequently, future general aviation operations will continue to be dominated by business oriented flight, private transportation, flight training, or other forms of non-commercial activity using single and multi-engine piston aircraft.

¹ 1993 Washington State Continuous Airport System Plan, WSDOT

Turboprop Dash 8 aircraft provides commercial passenger service. Horizon Airlines is the single scheduled airline serving the airport. Commercial operations are forecast to increase by about 3 percent while passenger enplanements are expected to grow by about 135 percent. The comparatively small increase in commercial operations is due to the expected increased use of aircraft with higher seating capacities.

Aviation service within the northern part of the County is provided out of the City of Chelan (Chelan Municipal Airport) by Chelan Airways. Chelan Airways is located at 1328 West Wooden Avenue in the City of Chelan. Chelan Airways fly two floatplanes in and out of Stehekin and Domke Lake on a pre-arranged basis when weather conditions permit. Scenic tours over Lake Chelan and the Stehekin Valley are also available out of the Chelan Municipal Airport. Aviation service is available seven days a week but hours vary because they fly on demand. During the summer months, service averages six to eight flights per day, however; during the winter, several weeks can go by without a flight (Personal Communication, I. Eischens, December 10, 1996).

Chelan Municipal Airport is owned and operated by the City of Chelan. The airport is located in the Howard Flats area 3 miles northeast of Chelan. It is classified as a general aviation uncontrolled airport. The airport is staffed with one full-time maintenance worker and one part-time assistant who allows the airport to be manned 24 hours a day. There is one 40x50 foot building that serves as a pilots lounge, and a mobile home that houses a full-time staff person. The airport runway is 3,570 feet long, paved, and has Medium Intensity Runway Lighting (MIRL). In 1996, the City of Chelan applied for a grant from the State of Washington to build a taxi lane for the runway. This was received and work was completed in 1997.

The Stehekin Airfield is a seasonally operated facility with a 2,700-foot long runway. The airstrip is located on federal land and is operated by the Washington State Department of Transportation under the terms and conditions of a Special Use Permit issued by the National Park Service. This permit specifically prohibits commercial operation. The airfield is used as a staging area for helicopter operations during some fire and emergency responses. The 1995 General Management Plan for the Lake Chelan National Recreation Area provides for continued operation of the airstrip only as long as the State Department of Transportation agrees to operate the facility subject to the terms and conditions of a Special Use Permit.

There is one airfield in the central part of the County. Lake Wenatchee State Airport is located 16 miles northwest of the City of Leavenworth (north of SR-207 and northeast of Lake Wenatchee). This is a state-owned, unlit, unpaved airfield with a runway length of 2,400 feet. The airfield is closed from October 1 through June 1. Lake Wenatchee is commonly used to land float planes; however there are no established aviation facilities or services.

The Cashmere-Dryden Airport, located 1.1 miles southwest of Cashmere, is a County-owned airport with a 1,800 foot asphalt runway and a Non-Standard Lighting System. Services at this facility are provided on an on-call basis.

Chelan County Comprehensive Plan Aviation Goals and Policies

Goal 2 Air Transportation

Support the air transportation needs of the State, the County, and local communities.

2.1 Objective

Support the Washington State Aviation System Plan.

2.1.1 Policy

Work with WSDOT to provide input into the planning process and to explore opportunities to implement the State Airport Plan.

2.2 Objective

Maintain a minimum level of service for air transportation facilities to meet the needs of the citizens of the County.

2.2.1 Policy

The Chelan Municipal Airport, Lake Wenatchee State Airport, and the Cashmere/Dryden Airport are essential public facilities and are the minimum level of service for airport facilities in the County.

2.2.2 Policy

Support and accommodate needed expansion of existing airport facilities and floatplane facilities to maintain adequate levels of service to accommodate growing populations and changing transportation modes.

2.3 Objective

Restrict land uses in airport areas that would create hazards with airport activities.

2.3.1 Policy

Enact land use regulations that restrict uses in the airport areas that would create hazards or conflicts with safe and effective airport operations. Uses in airport areas should be prohibited if they attract birds, create visual hazards, discharge any particulate matter into the air which could alter atmospheric conditions, emit transmissions which would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft traffic patterns, or result in potential hazards for off-airport land use.

2.3.2 Policy

Include airport districts within the zoning code to regulate land uses adjacent to existing airport facilities. The aircraft accident safety zone and compatible land use recommendations matrix published by the WSDOT Aviation Division will be consulted during formulation of standards to follow in the districts. Due consideration shall be given to adopted airport master plans when considering airport district standards.

2.3.3 Policy

Height limitations for new construction near airports will be developed consistent with Federal Aviation Regulations (FAR) Part 77. Proposed structures that would penetrate any of the County's airspace surfaces as defined by these regulations will be prohibited.

2.4 Objective

Provide for adequate transportation connections to airport facilities within the County.

2.4.1 Policy

Support expanded intermodal connections to airport facilities where practical to insure sufficient transportation connections to these facilities.